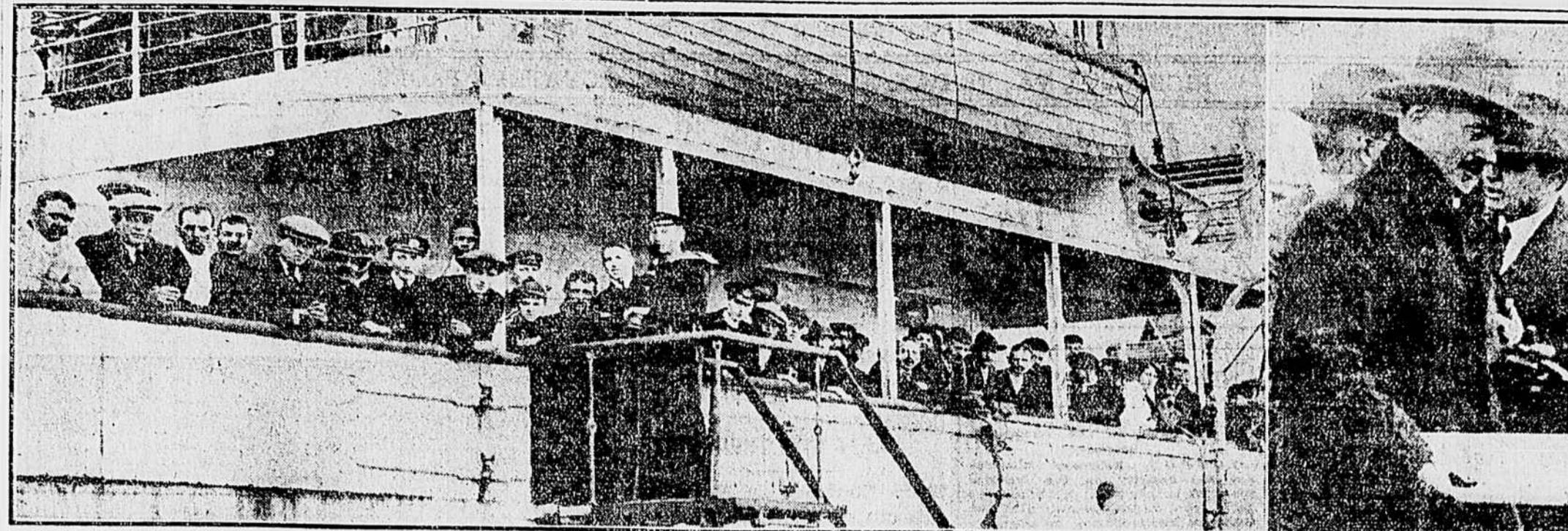


## Appam, Its Commander and Some of Those on Board



(Photo by Mann, from Underwood &amp; Underwood.)

Lieutenant Berg, Commander.  
(Copyright by Griffen, from Underwood & Underwood.)Sir Edward Mereweather, Governor of Sierra Leone.  
(Photo from Underwood & Underwood.)

Part of the German Crew on Board Aappam.

(Photo by Mann, from Underwood &amp; Underwood.)

Mr. Glass beat the smoke to the doors of the hall by a second only. Mr. Sevigny and the sergeant-at-arms rushed to the exits, where the members of the parliamentary press gallery were escaping.

The smoke arose to the ceiling and filled the galleries. There were but few visitors in the public galleries. But a half-dozen soldiers occupied the front boxes. The smoke overwhelmed them and hid them from view. Three of them fell as though shot. Their fellows converted their handkerchiefs into respirators and dragged them down the narrow stairs into the open air. The visitors in the galleries back of the soldiers have not been seen.

The soldiers and a few volunteers crept back to the galleries. But the smoke was as heavy as a blanket. A lantern was of no service. The electric lights could hardly be seen. The rescuers groped over the gallery floors. But they came rolling out into the air, strangled and alone.

## GREAT ROOF FALLS AND FLAMES BURST FORTH

So heavy was the smoke that the flames were hidden for minutes. When, finally, a section of the great Gothic roof fell and the smoke found escape, the fire—crimson and roaring—tore along the walls and up the huge columns and staircases.

Sir Robert Borden took charge of the fire fighters. But he could do nothing that another man might not have done. So here was the heat that firemen were driven back half-blinded.

At 9:35—a half-hour after Mr. Glass discovered the flames—the west side of the huge building was shaken apart by a terrific explosion. The long, tented roof arose like paper. And it crumpled like paper. From the roofless wing a solid column of fire—it seemed twenty feet in diameter—shot up volcano-like. It arose a hundred feet. It was deep crimson. And with it arose the same dreadful, galling smoke that cut the throat and lungs like acid.

Suspicion is general that the fire is the work of saboteurs. Naturally, Germans are suspected, though there has been fear for weeks that this would happen. But a triple mine has been maintained. Only the main doors have been open. How the conspirators could have entered the place and how they set off the blazes is yet a mystery.

The hour was most favorable. The house adjourned for dinner at 6. It reconvened at 8. Just before 8 a fair crowd entered the buildings. Each had the paper passes and credentials, but the great corridors afford many lurking places and dark recesses where one may hide.

Almost all the ministers were in the house or in their chambers. Sir Robert Borden, Sir Thomas White, Sir George Foster, Messrs. Hazen, Robins, Creathern and the others.

## SPEAKER SEVIGNY RUSHES BACK TO FIND HIS WIFE

Mr. Sevigny did not leave at the first alarm. He rushed back through the banks of dark smoke calling for Madame Sevigny, his wife. Somehow he found her. She was in one of the galleries. With his wife he appeared at a gallery window. Madame Sevigny appeared to have fainted. A fire net was spread below. The firemen and sailors hauled their heads out of the smoke, one or two collapsed.

Finally Mr. Sevigny leaped. His wife fell out of his arms. But both landed in the net. The half-blinded men holding the net collapsed under the shock. Others appeared at the gallery windows. Fresh firemen took the net. Six or seven men leaped. All were saved.

The Clark, of Red Deer, was one of the last to escape the Commons chamber. He declares that he left at least three members behind. There was a hurried roll call. The missing members were John D. Broughton, of Stratford; George Elliott, of North Middlesex, and Mr. Lougheed.

When Mrs. Sevigny recovered sufficiently to speak, she said two other women companions were in the gallery. By that time the Commons halls were clothed in solid flames. No man could have entered.

## CLIMB OVER SHIP'S SIDE TO FREEDOM ON AMERICAN SOIL

Continued from First Page  
prisoners of war in American territory, the collector boarded the liner with Prince von Hatzfeldt, of the German embassy at Washington, and had a conference with the prize commander. Upon being received, he renewed his request of yesterday for the release of all the British citizens and presented the following official memorandum:

"You will release from the steamship Appam all those persons who desire to be released, and who came on the ship, except the prize officer and prize crew, including any persons who have been incorporated into such prize crew, as far as part of said prize crew in the navigation of the ship."

## LIEUTENANT AGREES TO PRINCE'S SUGGESTION

Lieutenant Berg glanced at Prince von Hatzfeldt, and then asked whether that was the decision of the State Department. When the collector replied that it was, the prince at once suggested that the request should be complied with without delay, and Berg, after some hesitation, agreed.

Trouble threatened for a time when the collector discussed the handing of the baggage of the prince's prisoners and the mail aboard the vessel. The German insisted upon having a thorough inspection of his own bags of everything carried on the ship. Mr. Hamilton announced that the United States government would attend to that matter, that the customs inspectors would see that no property rightfully belonging to the prince himself was removed, but that no mail should be retained and all persons going ashore would carry all their personal belongings.

He said that if the commander had desired to go through the mail and baggage, he should have done so before coming within the three-mile limit.

The lieutenant said he was afraid the passengers might carry on silver spoons or table linen or souvenirs. He insisted that the Appam now was a German ship, and that he was in full command. Mr. Hamilton replied that Germany had nothing to do with the administration of American customs laws, and when five uniformed inspectors came aboard the German officer offered no further objection.

In the meantime, the collector had informed the passengers of the situation and cautioned them against attempting to take off any of the ship's property. When he mentioned the commander's fears about the spoons, there was a hearty laugh from all sides.

Later Lieutenant Berg took care to explain that he had not meant to reflect on the first-class passengers, but thought some of the people in the

steerage might not be particular about what they put in their baggage.

When the time came the Germans were not inclined to quibble over what the passengers carried off. They even returned all weapons, except some service arms.

The customs inspectors did their work quickly. Their task was eased by a decision to send a large part of the baggage, including that of the British colonial officials among the passengers, to New York under a special manifest in bond, to be loaded onto a ship for England.

After the prize commander had acceded to the demand for the release of all prisoners, most of the ship's company, except the prize crew, gathered in the main saloon to hear a statement by Collector Hamilton, who announced the changed situation.

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Getting the crew together was no easy task. Several of them had boarded the river steamer that was to take other passengers to Norfolk, and their baggage was stowed away under many bales and boxes.

Another series of telephone calls followed, and Mr. Kenworthy frankly admitted that he had not the slightest idea what the crew intended to do. It was well on towards 8 o'clock when a decision was reached to send the crew to Norfolk for the night.

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## CONFIDENT THAT RAIDER IS MERCHANT-SHIP PONGA

Both British and American authorities are satisfied that the raider which captured the Appam and sent the prize crew and prisoners ashore was a new freight trader built at Bremenhaven, and originally named Ponga, fitted out with heavy guns and sent to sea as a commerce destroyer. The Germans say the ship was the Moewe, commanded by Captain Behn of the imperial German navy. Their answers to questions as to whether she is a converted merchantman were evasive and noncommittal.

Captain Gruen said to-day that the masters of the captured vessels agreed that the raider was the Ponga. He expressed the opinion that, after being fitted out at a German Baltic port, she was painted as a Swedish steamer and passed out to sea through the British Channel.

Everywhere here is waiting expectantly for another ship to appear with a German prize crew and more stories of the operations of the raider. Since the vessel has not been heard from since she parted company with the Appam off the coast of Spain on the morning of January 17, no word of her has been heard. And as she captured seven prizes in the four days elapsing after she took the Faringford and before the Appam was overtaken, it is taken for granted that she probably had something to show for the past seventeen days.

Wary reports about tremendous sums in gold bullion aboard the Appam were cleared up to-day, when the commander informed Collector Hamilton that she had carried \$1,000,000 sterling, about \$172,000 in bullion, but that it was taken off by the raiders.

The general cargo of nearly 5,000 tons carried by the liner remaining in her hold. No disposition can be made of it, at least until the Washington government determines what rights may be demanded by a German prize court bringing the prize into American territorial waters.

## EVERYBODY IS BADLY IN NEED OF FUNDS

As soon as the English passengers began to land Vice-Consul Kenworthy opened financial headquarters in a hotel and began making loans. Almost everybody was badly in need of funds and all who asked for money received it. The only request made by the vice-consul was that they be as economical as possible. At the end of two hours the line was exhausted, and the consul had a book filled with "I.O.U." entries.

Most of the first-class passengers left Newport News hurriedly by rail for New York. Among those who went to New York were Sir Edwin Mereweather, Governor of Sierra Leone, and Lady Mereweather, and Frederick Scammon James, former secretary-administrator of Nigeria and now bound to England to take a new post and Francis Charles Fuller, chief consul of Ashanti, and Miss Fuller.

The last passenger had been paid off and the vice-consul folded up his books when the arbitration as to whether the Appam's crew should remain aboard to-night started. For an hour Mr. Kenworthy and his aids were busy telephoning and making arrangements

regarding the crew. At 7 o'clock it seemed certain that the crew would stay aboard.

"It is the desire of the owners that they remain; that is all I can say," Mr. Kenworthy said. "They are free to leave if they wish."

Another series of telephone calls followed, and Mr. Kenworthy frankly admitted that he had not the slightest idea what the crew intended to do. It was well on towards 8 o'clock when a decision was reached to send the crew to Norfolk for the night.

Calls megaphoned throughout the vessel for members of the Appam crew to go ashore were followed by a wild scuffle for baggage and valise boxes near the gangway. Interceptors finally went through the crowd.

Confident that the raiders were friendly to the British subjects, he said the United States steady was enforcing its neutrality, and that the only persons who could be held on the ship were those who formed the armed German force which had brought into American port a merchant vessel of British nationality.

## ONE OF THE GERMANS WISHES TO LEAVE SHIP

Prince von Hatzfeldt, of the German embassy at Washington, and had a conference with the prize commander. Upon being received, he renewed his request of yesterday for the release of all the British citizens and presented the following official memorandum:

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## BRITISHERS HUNGRY, BUT VERY, VERY HAPPY

## Former Prisoners on Appam Sit Down to Supper on Old Dominion Liner.

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